

SMALL PASSENGER VESSEL INFORMATION PACKAGE

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Introduction to the Certification of Small Passenger Vessels

Introduction	The Vessel Inspection Department at the U. S. Coast Guard Marine Safety Office Tampa has the responsibility for inspecting all passenger vessels that operate on the navigable waters of the United States in our zone.
Federal Regulations	Title 46 of the Code of Federal Regulations, Subchapter T, Parts 175 to 187, govern the inspection and operation of small passenger vessels. These regulations will be used to inspect your vessel.
Small Passenger Vessel	A <i>small passenger vessel</i> is any vessel that is less than 100 gross tons, carrying more than 6 passengers including at least one of which is a passenger for hire, but less than 150 passengers or less than 49 passengers overnight, these vessels are inspected using Subchapter T, the vessel is often referred to as a "T-Boat". Vessels that are less than 100 gross tons, carrying more than 150 passengers or more than 49 overnight are inspected using Subchapter K, these are referred to as "K-Boats".
Passenger for Hire	<i>Passenger for hire</i> means a passenger for whom consideration is contributed as a condition of carriage on the vessel, whether directly or

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	indirectly flowing to the owner, charterer, operator, agent, or any other persons having an interest in the vessel.
Un-inspected Passenger Vessel	<p>A passenger vessel less than 100 gross tons, that carries 6 or less passengers is <u>not</u> required to be inspected by the U. S. Coast Guard. This is sometimes referred to as a "6-pack", and is required to be operated in accordance with <i>46 CFR Subchapter "C"</i>. 46 CFR 24-26, Vessels more than 100 gross tons may carry 12 or less passengers for hire.</p> <p>The person in charge of this vessel must hold as a minimum a valid U.S. Coast Guard license as operator of an uninspected passenger vessel.</p>

About the Coast Guard Marine Safety Office

Introduction	<p>Coast Guard Marine Safety Office Tampa is located on Davis Island a few blocks south of the Tampa general Hospital.</p> <p><i>Our address is:</i></p> <p>Commanding Officer U.S. Coast Guard Marine Safety Office 155 Columbia Drive Tampa, FL 33606-3598</p> <p><i>Phone Numbers:</i> (813) 228-2189</p> <p><i>Calling to set up an inspection: (Dispatcher)</i> (813) 228-2189 ext-131</p> <p>Fax: (813) 228-2399</p>
About the Office	<p>The Marine Safety Office (MSO) is under the command of the Commanding Officer. The Commanding Officer is both the <i>Officer in Charge, Marine Inspection (OCMI)</i> and <i>Captain of the Port (COTP)</i>.</p> <p>The office is divided into five departments.</p> <ul style="list-style-type: none"> • <i>Prevention Department</i> - Responsible for the inspection of all U.S. and foreign flag vessels that operate in or enter our zone. This includes small passenger vessels, tankers, freight carriers, barges, and cruise ships. • <i>Operations Department</i> - Responsible for the inspection of port facilities, small boat operations, unit and port security.

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	<ul style="list-style-type: none"> • <i>Investigation Department</i> - Responses to casualties or pollution of the marine environment, and investigation of incidents or accidents involving, vessels or merchant mariners in our zone. • <i>Planning Department</i> - Responsible for contingency and exercise planning. • <i>Support Department</i> - Responsible for administrative, logistic and physical plant support.
The Prevention Department	<ul style="list-style-type: none"> • The Prevention Division includes the Vessel Branch, and is organized as follows: • Chief Prevention Department – CPD • Chief, Vessel Branch – CVB • Port State Control Branch – PSC • Dispatcher for Domestic Vessel Inspections • Marine Inspectors • Commercial Fishing Vessel Branch - CFV
Authority	Authority for ensuring compliance with the regulations is the responsibility of the Commandant of the Coast Guard, and locally with the Officer in Charge Marine Inspection (OCMI).

Appeals

Introduction	The owner of a vessel has the right to appeal any decision or a requirement issued by a Marine Inspector. 46 CFR 175.160
Procedure	<p>First, write a letter explaining why you disagree with the requirement issued to the vessel by the Marine Inspector, and submit it to the Chief Prevention Department- CPD. Based on information provided by the owner and input from the Marine Inspector, the CPD will make a decision based on the Regulations, and will write a letter in response to the appeal.</p> <p>If still not satisfied with the answer received from the CPD, the owner has the right to continue to appeal "up the chain of command" in the order as follows:</p>

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	<p>The next level of appeal is through the Officer in Charge, Marine Inspection - (OCMI) at MSO Tampa.</p> <p>The owner may next appeal to the Commander, Seventh Coast Guard District Office, Marine Safety Division, Miami, FL.</p> <p>Finally, the owner has the right to appeal to the Commandant of the Coast Guard, Office of Marine Safety, Washington, D.C.</p>
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Certification Process

Introduction	<p>The process of certification of a vessel takes approximately 6 months. Some take less time, some take more, depending on the complexity of the vessel, quality and quantity of the information submitted in the plans, whether it is a new construction project or a conversion, and how ready the vessel is for inspection.</p>
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Annual Inspection Requirements Once a Vessel Is Certified. (46 CFR 185.726)

Note: Local OCMI Policy requires a 30-day notice to this office per regulations for vessel inspection.

Annual Inspections	<p>Once certified, all vessels are required to be inspected annually to ensure the vessel is being maintained in compliance with the regulations.</p> <p>A Coast Guard Marine Inspector will visit the vessel afloat, and inspect all life saving, fire fighting, machinery, crew training, navigation and radio equipment, inspect the vessel internally and externally and check all vessel documents.</p> <p>Vessels are issued a Certificate of Inspection (COI) valid for a period of 5 years, and receive an annual inspection prior to the expiration of the COI. No extension of the expiration date of the COI is allowed. On the 1st, 2nd, 3rd, and 4th annual anniversaries of the COI's issuance date, vessels are also required to be reinspected. The reinspection must be conducted within 90 days before or after the COI anniversary issue date. A reinspection may or may not be as detailed as a COI inspection, dependent on the condition of the vessel.</p>
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Deficiencies	<p>Any items found by the inspector to be deficient will be required to be corrected.</p> <p>The inspector will provide the owner/operator with a list of items found deficient and needing correction. These items are listed on a Coast Guard Form CG-835, and known in this industry as "issuing an 835".</p> <p>The Marine Inspector may allow the vessel to continue to operate provided the deficiencies are corrected prior to the 835's established deadline date. Some items such as those involving life saving or fire fighting equipment may be required to be fixed prior to the vessel carrying passengers.</p>
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Dry-docking and Internal Structural Exam Inspection Requirements Once Vessel is Certificated (46 CFR 176.600)

Interval	<p>All vessels are required to dry-dock at intervals as follows:</p> <p>2 Years - vessels that are exposed to salt water more than 3 months in any 12 month period.</p> <p>5 Years - vessels that are exposed to salt water not more than 3 months in any 12 month period.</p>
Dry-docking or Hauling Out	<p>The vessel is to be hauled out at the owner's expense. The owner should accomplish the following prior to the arrival of the Coast Guard Marine Inspector:</p> <ul style="list-style-type: none"> • Clean the hull (do not paint the vessel prior to the inspector's arrival) • Remove all sea strainers • Open all sea valves (within 6" of the waterline and below). The inspector will need to inspect valve surfaces and valve seats. Ball valves do not have to be opened. • Open and air out all internal spaces • Clean all water and oily water from the bilges * Remove all deck plates for easy excess to bilges. <p>The Marine Inspector will inspect all items as listed above and inspect the vessel's shaft(s), shaft bearing(s), propeller(s) and rudders. If necessary the inspector may require that the propeller(s) or shaft(s) be pulled for inspection.</p>

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Scheduling An Inspection (46 CFR 176.500 & 502)

Dispatcher	<p>The Dispatcher is responsible for scheduling all marine inspections.</p> <p>It is the owner's responsibility to schedule a time and date to have a marine inspector visit the vessel. You will be contacting the Dispatcher to schedule inspections for the COI, Re-inspections, Dry-dock exams, and return visits to the vessel to inspect items found deficient during a previous inspection.</p> <p>The Dispatcher can be contacted by calling (813) 228-2193 ext 131. The Dispatcher will attempt to schedule an inspector to visit your vessel on the date and time you request.</p> <p>Local OMCI Policy requires a 30 day notice to this office per regulations for vessel inspection.</p>
Length of Inspections	<p>The length of time it takes to complete an inspection varies from boat to boat. On the average a COI will take 2 to 2 1/2 hours, a re-inspection usually takes less time to conduct. It is required to have your marine crew standing-by to assist the inspector and for drills. A dry dock inspection takes approximately 2 hours. Be prepared to get a wooden vessel underway at annual inspections and following a dry dock examination.</p>

Vessel Routes

Introduction	<p>The Certificate of Inspection specifies the route the vessel will be allowed to operate on while carrying passengers.</p> <p>As you will notice in this package, depending on the vessel's route, different construction and equipment requirements may apply.</p> <p>The following are general routes authorized for this zone. Although not all inclusive, it is meant to give you a description of the different types of routes we authorize. Route descriptions are vessel specific and may be more restrictive than those listed below. Tampa inspection zone is entirely a warm water route, for the purpose of lifesaving equipment determination in 46 CFR 180.200</p>
Oceans	<p>Gulf of Mexico, Fenholloway River (Stake Point), FL, to Cape Romano, FL, not to exceed one-hundred (100) miles from land, under reasonable operating conditions.</p>
Coastwise	<p>Gulf of Mexico, Fenholloway River (Stake Point), FL, to Cape Romano,</p>

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	FL, not more than Twenty (20) miles from land, under reasonable operating conditions.
Limited Coastwise Not more than 3 miles	Gulf of Mexico, Fenholloway River (Stake Point), FL, to Cape Romano, FL, not more than Twenty (20) miles from a harbor of safe refuge, under reasonable operating conditions.
Lakes, Bays and Sounds	Those waters between Fenholloway River (Stake Point), FL, and Cape Romano, FL, shoreward of the COLREGS demarcation line as defined in 33 CFR Part 80, including those waters of PT. Pinellas Channel and the Intracoastal Waterway lying east of the Sunshine Skyway Causeway including Bayboro Harbor and the waters of Tampa Bay Cut F Buoys 5F and 6F, thence to Apollo Beach to include the Yacht Basin south of the entrance to Apollo Beach under reasonable conditions. Operation is not allowed on all other waters of Tampa Bay.
Note	<p>The regulations refer to the following descriptions of waters:</p> <ul style="list-style-type: none"> • Exposed Waters - These normally include vessels on an Oceans or Coastwise Route. • Partially Protected Waters - Includes vessels on a Limited Coastwise route, not more than 20 miles from a harbor of safe refuge. • Protected Waters - Includes vessels on lakes, bays, sounds and ICW. Tampa Bay entrance specified in OCMI policy Memo 2-98

Required Manning

Introduction	<p>The Coast Guard Prevention Department evaluates each vessel and determines a safe manning level.</p> <p>The vessel must have the required number of crew members on board while carrying passengers.</p>
Master	All vessels are required to have a licensed master qualified for the type and tonnage of the vessel being operated.
Licensed Mate	A licensed mate is normally only required on a vessel engaged in voyages exceeding 12 hours in duration.
Senior Deckhand	<p>On vessels carrying more than 150 passengers, in lieu of a required licensed mate, one of the required crewmembers who has been specially trained may be designated as a senior deckhand or as specified by the OCMI for safe operations or high speed crafts.</p> <p>This person must be designated in writing by the master of the vessel.</p>

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	<p>The senior deckhand must be familiar with the operation of the vessel and be capable of operating the vessel in the event of an emergency.</p> <p>The Inspection Department has additional information concerning the training of a senior deckhand and can provide you with this information during the vessel's certification process.</p>
Crew members	<p>The following is provided as a reference. The OCMI will determine actual required manning levels.</p> <p>Most "T"- Boats are required to have as a minimum 1 crewmember in addition to the Master. In addition a crewmember is normally required for each deck that is available to passengers.</p> <p>The vessel will also be required to increase manning based on the amount of passengers the vessel is carrying. "T"-Boats are usually not required any additional manning than noted above.</p> <p>Additional manning is required on vessels regulated by Subchapter K, since they can carry more than 150 passengers.</p>

Determining Maximum Passengers- 46 CFR 176.113 & 177.820

Introduction	<p>The maximum number of passengers permitted is determined by using one of the following criteria.</p> <ul style="list-style-type: none"> • Length of rail • Deck area • Fixed Seating <p>The method that provides for the greatest number of passengers may be used.</p> <p>It is important to note that the maximum passengers may be further limited by stability considerations, vessel construction, or lifesaving equipment.</p>
Calculating	<p>Different passenger capacity criteria may be used on each deck of a vessel and added together to determine the total passenger capacity of the vessel.</p> <p>Where seats are provided on a part of a deck and not on another, the number of passengers permitted may be the sum of the number</p>

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	<p>permitted by the seating criterion for the space having seats and the number permitted by the deck area criterion for the space having no seats.</p> <p>The length of rail criterion may not be combined with either the deck area criterion or the fixed seating criterion when determining the maximum passengers permitted on an individual deck.</p>
Length of Rail Criteria	<p>One passenger is allowed for each 30 inches of rail.</p> <p>Rail space in congested areas, on stairways, or in a location that would block the vision of operator of the vessel cannot be included.</p>
Deck Area Criteria	<p>One passenger is allowed for each 10 square feet available for passenger use.</p> <p>Areas occupied by the following shall be excluded:</p> <ul style="list-style-type: none"> • Concession stands • Toilet and washrooms • Companionways, stairway, etc. • Spaces occupied by and necessary for handling lifesaving equipment • Spaces below deck not suitable for or not normally used by passengers • Interior passage ways less than 30 inches wide and passage ways on the open deck less than 18 inches wide.
Fixed Seating	<p>One person per 18 inches of seat width.</p> <p>Each sleeping berth in overnight accommodation spaces shall be counted as only one seat.</p>
Fixed Seating Installations	<p>Seating installations for passengers are required only when the number of passengers is determined by using the fixed seating criteria.</p> <p>Seating must be arranged to allow for ready escape in case of fire or other casualty.</p> <p>Aisles not over 15 feet long shall be 24 inches wide. Aisles over 15 feet long shall be 30 inches wide.</p> <p>If seats are in rows the distance from seat front to seat back shall be not less than 30 inches.</p>

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